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EASTERN

F.O.
371

1947

PALESTINE

File No. 48

pp. 4811 - 4860

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Reference:

FO 371 / 61810

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E4811/48/31

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Reference:

FO 371 / 61810

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295

E**E 4820**

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1947**PALESTINE****6 JUN 1947**Registry
Number**FROM**

No.

Dated

Received
in Registry

E4820/48/31

Chamery
Paris

72/278/47

20 May 1947

6 Jun -

*Illegal Immigration through France.**Transmit copies of letters to consuls at
Marseilles, N. and Bordeaux, re negotiations
with the French for the control of
illegal Jewish Immigration through France.*

Last Paper.

4811

References.

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Paris
June 14

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completed.)

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Next Paper.

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(Minutes.)

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Cmdr. Ewered
Cabinet office
} usual names

A useful review. Please
thank.

JD June 7

Draft submitted

JD
(SEE-CABLE)
7/6

JD June 7

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Reference:

FO 371 / 61810

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PALESTINE

E 4820

6 JUN 1947

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E4820/48/31

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Last Paper.

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References.

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(Print.)

(How disposed of.)

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Paris
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completed.)

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Next Paper.

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(Minutes.)

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M/S } usual names
Cmdr. Evershed
Cabinet office

A useful review. Please
thank.

Draft submitted

J.D. June 7

(SEE-CABLE)
7/6

J.D. June 7

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Reference: FO 371/61810

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72/278/47

British Embassy,
Paris.

30th May, 1947.

E 4820
6 JUN 1947

Dear Department,

As you may like to know what
we have told the Consular Officers at
Marseilles, Nice and Bordeaux about our
negotiations with the French for the control
of illegal Jewish immigration to Palestine
through France, we enclose a copy of our
letter of 29th May to those three posts.

Yours ever,

Chancery.

Estern Department,
Foreign Office,
London, S.W.1.

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British Embassy,

Paris.

29th May, 1947.

TOP SECRET

Dear Consulate/Consulate-General,

With reference to our letter of 20th May, with which we enclosed a copy of Foreign Office despatch No. 586 of the 9th May about the arrangements to be made for weekly reports on vessels suspected of being involved in the traffic of illegal immigration to Palestine, the following is intended to let you know what we have been doing in Paris during recent weeks to try to persuade the French Government to cooperate with us in putting an end to this traffic.

2. On the 21st March, the Ambassador wrote to Monsieur Bidault deploring the failure of the French Government to cooperate more fully. The Ambassador invited the French Government to take urgent and effective steps without delay to prevent further departures of illegal immigrants from French ports and evoked the spirit of the newly signed alliance. He added that His Majesty's Government would be glad if the French Government would agree to enter into immediate conversations with them in order to work out methods of controlling this traffic.

3. The Ministry of Foreign Affairs have throughout been anxious to help us. Their position has been rendered difficult, however, owing to the dissensions on this subject in the French Cabinet, the Socialist members of which are known to be in general opposed to any measures destined to hinder this traffic. The two key Ministries of the Interior and Transport are held by Monsieur Depreux and Monsieur Moch respectively, both of whom are Socialists. The latter is, in addition, Jewish.

4. We enclose a copy of a note which we provided for the Ministry to help them in the preparation of a brief for Monsieur Teitgen (in the absence of Monsieur Bidault at Moscow) on the 15th April in readiness for discussion on the subject in the Council of Ministers. We also informed the Ministry on the 17th April that, since His Majesty's Government decided in August 1946 to divert to Cyprus all Jews attempting to immigrate illegally to Palestine, entries of these immigrants to Cyprus had numbered 18,817, of whom 9,666 had been carried on 9 vessels which had sailed from French ports. Of the total of 9,666 a total of 6,866 had embarked at French ports and the remaining 2,800 were picked up elsewhere. We added that all the illegal immigrants having left France or elsewhere since the policy decision of last August have been diverted to Cyprus.

5. Discussions meanwhile continued between the Embassy and the Ministry of Foreign Affairs. The Ambassador received on the 24th April a reply to his letter of the 21st March. This reply stated that the French Government would strengthen the control provided for by the International Convention of 31st May 1929 on Safety of Life at Sea and by the French law of 15th June 1943 which applies to the vessels of non-signatory nations. Thus, Captains of all ships of nations having signed the Convention will have to present to the French authorities the security certificates called for by Article 54, while vessels of non-signatory nations will be inspected by the French authorities.

6. The letter added that the Prefects were being instructed not to give French exit visas on collective passports before the Ministry of Foreign Affairs and the Ambassies and Legations concerned had checked the validity of the visas of ultimate destination.

7. The letter requested a guarantee from His Majesty's Government that the British authorities in Germany would take back into the British zone foreigners having entered France illegally from that zone. They had made a similar request to the United States Government and had approached

Sent to Marseilles, Bordeaux and Nice.

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the French authorities in Germany and Austria.

8. Finally, the letter asked that the quota of immigration into Palestine should be applied in such a way that the foreigners at present residing in Germany and Austria and desiring to immigrate would receive visas in numbers proportionate to the total number of would-be immigrants in each of the British, French and United States zones.

9. This note made no reference to certain other measures which had been proposed by us, i.e. that ships entering and leaving French ports in ballast should be subjected to a particularly severe control, that bunkers should be refused to vessels suspected of intending to take part in this traffic, and that it should be made clear to the Jewish organisations with whom the French Government had made their quota agreement that they must fulfil their part of the bargain and that hence illegal immigrants leaving French ports would be deducted from the quota of 8,000 allowed into France on legal transit visas. These points were either refused by the Council of Ministers or (in the case of the measure concerning bunkers) not put up by the Ministry on the ground that it had no chance of acceptance.

10. The Ministry agreed, however, that discussions should continue and at this stage suggested that the whole subject should be linked with discussions which were shortly to take place between His Majesty's Government and the French Government on the recruitment for work in France of Displaced Persons from Germany and Austria. We have, in fact, subsequently struck a bargain with the French whereby they undertake to co-operate as fully as possible on illegal Jewish immigration to Palestine against an undertaking from us to give sympathetic consideration to their need for labour, including German labour, from Germany.

11. The detailed discussions for which we had been pressing since the 21st March finally took place with representatives of the Foreign Office and Colonial Office present at the Quai d'Orsay on the 12th May. The French then announced confidentially that General Koenig had now laid down the following rule with regard to emigrant trains wishing to enter the French zone of Germany. The Displaced Persons Directorate of the zone will inform the transport and security directorates of the timetable and composition of all authorised displaced person trains. Any other displaced person trains will be automatically considered "clandestine immigrant trains" and will be either turned back at the frontier or held up within the French zone. A copy of these instructions has been sent to General Béthouart who will be invited to enforce similar measures in the French zone of Austria. Monsieur Bousquet emphasised however that it would be impossible for the French zone commanders to house these immigrants, and that the French authorities therefore required an assurance from us that we would take back into our zones trainloads which came from there illegally. They would also like us to support a request they have already made to the Americans that they should do the same. We have now been able to inform the French that we are willing to take back those originating from our own zone and that we are supporting their request to the United States Government that the United States zone should do the same.

12. As regards the questions raised in Monsieur Feitgen's letter of the 24th April, we have been able to tell the French that we have received a telegram from Berlin accepting the French proposal where the clandestine immigrants can be proved to have come originally from the British zone of Germany.

13. We explained some of the difficulties in the way of distributing the limited Palestine quota for Germany amongst the three zones as proposed by the French, but promised to do what we could to meet their point of view. The French explained that the French cabinet were particularly keen on this proposal, and that they themselves thought that to deny any part of the quota to the

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American zone would merely encourage illegal immigration from that zone. We subsequently told them that His Majesty's Government were not able to agree to any part of the small quota for Palestine going to the United States zone, but were prepared to agree to a monthly allocation of visas to Jews in the French zone. At a subsequent meeting a week later the French returned to the charge on this subject, and in addition requested that a proportion of the quota be made available for Jews in France under the 8,000 quota, who would thereby be encouraged to wait and not to leave illegally. This has been referred to the Foreign Office.

14. With regard to the transit quota of 8,000 Monsieur Bousquet, who led the French delegation, stated at our meeting of May 12th that only 2,500 visas had been granted under the quota, and he was confident that at least 80% of the illegal immigrants who reached Palestine waters from France had entered France clandestinely. He thought that the only two loopholes left were:

- (a) individual passports which are not to be subjected to the same control as the collective passports, and
- (b) secret departures of passengers without visas. He did not think, however, that these would amount to much, and pointed to the fact that the last three suspected illegal immigrant ships to leave France had done so in ballast.

15. We then said that, should shiploads of Jews reach Palestine in future from France, we should have to press the French Government to receive them back. Monsieur Bousquet resisted this on the ground that France was only the country of transit, and if they were to be returned anywhere they should go back to the country of origin. He stated, however, that the French authorities would consider taking back any Jews reaching Palestine waters after entering France under the legal transit quota. We have also pressed the French to let us have the results of their enquiries into the validity of collective visas and to give us nominal roles of the persons concerned. We have met with great reluctance to do so but are still pressing these points.

16. We further raised at our meeting of the 12th May the question of denying oil and coal bunkers to illegal immigrant ships, pointing out that the majority were coal-burning. The representative of the French Merchant Marine proved most willing to cooperate, but said that he could not discriminate against a particular vessel by denying bunkers on suspicion that she might enter the illegal immigrant traffic. He felt that the most effective assistance he would be able to offer would be to delay or embarrass these vessels on the basis of the safety of life at sea convention. He suggested that we might ourselves deny insurance to these ships, in case any of them were insured in the United Kingdom.

17. We are now seeking to tie up these proposed arrangements by an exchange of letters and trust that they may bear fruit. But we realize that much will depend on the manner in which local authorities interpret their instructions. It may not be possible to give you chapter and verse to which you can refer in your approaches to the local authorities. But you have latitude to say informally, e.g. when you have occasion to speak to the Prefect, that you understand that this matter has been under discussion with the central authorities who have indicated their readiness to give us concrete and increased help in coping with the problem.

18. The lull in the departures of illegal immigrants from France during the past few weeks (the Anal left Sets on the 6th May in ballast and apparently picked up her 350 passengers secretly either off the French or Italian coast) leads us to hope that the measures which are now being enforced by the French are taking the desired effect. As regards our procedure in Paris, we watch of

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course very closely for reports from you concerning suspect shipping, and when these, together with the indications we receive from the Foreign Office, lead us to believe that sufficient information has been amassed for us to be able to establish a strong case against a vessel, we notify her to the Ministry of Foreign Affairs, who in turn alert the Ministry of the Interior and the Secrétariat-Général de la Marine Marchande. In cases where urgent action is necessary you should urge the Prefect to ensure that the vessel is delayed as long as possible by the formalities which the French Government have undertaken to apply in connection with safety of life at sea and control of visas. You should also seize any opportunity of persuading the port authorities to deny bunkers to such a vessel. You should at the same time of course telegraph to us so that we might call in the Ministry of Foreign Affairs.

A similar letter is being addressed to Marseilles, Nice and Bordeaux.
Yours ever,

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(a) Conditions are at present tolerable in the Cyprus camps, but it must be realised that the congregation of large numbers of Jewish families, unused to camp life and discipline leads to a certain degree of discomfort and squalor, which the best efforts of the British authorities have been unable to prevent. A proportion of the immigrants have had to live in tents during the past winter, and it is not intended to construct any more huddled accommodation. Rations are on Army scale and quite adequate.

(b) At present 750 Jews are sent monthly to Palestine from Cyprus as an interim measure. This represents half the monthly immigration quota of 1,500, which has been in force since December 1945. This does not however mean that His Majesty's Government condone this traffic. The decision was only taken with great reluctance, as a result of representations from the Government of Cyprus that it was essential for the maintenance of order and morale both in the refugee camps and among the Cypriot population that there should be a clear indication that the camps were not permanent and that there was a gradual movement of individuals out of Cyprus. Indeed, conditions in the camps which made the decision necessary are a pressing reason why further over-crowding of continual refugees into the camps should be prevented.

(c) Organisers of illegal immigration traffic are responsible for the mental anguish of illegal immigrants who arrive in Palestine waters and are trans-shipped to the Cyprus camps. At present there are over 11,000 illegal immigrants in Cyprus and the GUARDIAN has just arrived in Palestine waters with about 2,500 on board. If this rate of arrival continues, there will be no hope of clearing the camps for years and some illegal immigrants may never reach Palestine, especially if the United Nations' decision does not allow of extensive further Jewish immigration into Palestine.

(d) The illegal immigration traffic results in most unfair discrimination against all those Jews throughout the world who are waiting to enter Palestine legally. Many poor and aged relations of settlers in Palestine are likely to be kept waiting for years as a result of illegal immigration.

(e) As regards the dangerous condition in which illegal immigration vessels arrive, it will be recalled that the ATHINAI ran aground on the Greek island of Syrina last winter and H.M. Ships have often intercepted illegal immigrant ships (for example, the SAN FILIPO) in a sinking condition. It is only by great good fortune that no tragic accident has so far occurred, and this good fortune cannot be expected to hold. Both the GUARDIAN and SAN FILIPO (a ship of seventy years old, possessing no registration), amongst the most recent arrivals, had broken down before reaching Palestine waters. The SAN MIGUEL had also broken down before being intercepted, and the MERICA or LA REGEVA, a wooden caique of some 350 tons carrying 650 immigrants, arrived in Palestine waters with her wooden sides caved in near the gunwale.

2. The arrival of illegal immigrant ships in Palestine waters normally coincides with outbreaks of terrorism. The explosions in the Haifa Oil Depot occurred 60 minutes after the arrival of the SAN FILIPO. It is evident that the terrorists took advantage of the situation created by the arrival of these ships to carry out their outrages and to secure the support of the Jewish population. The French authorities, by failing to take measures against this traffic are thus permitting a situation to develop which directly leads to internal disorder in a territory administered under a League of Nations mandate by their Ally.

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Vessels which have recently been used for
Illegal Jewish Immigration to
Palestine

SAN FILIPO (750 tons)

Panamanian Registry (withdrawn)

Seventy years old.

The Ministry of Foreign Affairs were informed by our Note of 21st March that this vessel was in readiness at Marseilles. She got away with approximately 1,600 passengers on board and sent out distress signals on 30th March. She was found by the Royal Navy to have a heavy list and damaged engines. 700 of the passengers were trans-shipped on to mine sweepers and after pumping operations a destroyer towed the vessel, which would have otherwise undoubtedly sunk, to Haifa. The crew had abandoned the passengers to their fate.

MERICA (250-300 tons)

Arrived at Palestine on 8th February with 650 passengers from Sète ostensibly bound for Cuba.

Ex FRANCO and the name was again changed en route to LA NEGEVE

Wooden motor sailing vessel built 1875. Found on arrival to be in poor condition with sides caved in near the gunwale.

Italian flag. Registered Genoa.

Embarkation was supervised by the French police.

SAN MIGUEL (472 tons)

Arrived in Palestine on 17th February with 800 passengers from Sète.

Ex RUNEBERG and again changed its name en route to HELENE

The passengers were ostensibly destined for Cuba via Lisbon. The vessel broke down and had to be towed to Haifa.

The embarkation was supervised by the French Police.

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ABRIL (753 tons)

Arrived in Palestine on March 9th with 600 Jews from Port de Buc, ostensibly bound for South America.

Ex mine-sweeper SYTHERA.

Built in Germany in 1930. 170 feet long by 30 feet wide with 11 ft. 2 inches draught.
Honduras registry.
The embarkation was made publicly.

GUARDIAN (1800 tons)

Renamed PUERTO CORTES

Although the Ministry of Foreign Affairs were informed by our Note of 21st March that this vessel was in readiness at Marseilles she was able to leave and arrived at Palestine on 15th April with between 2,400 - 2,700 passengers from Sète. Ostensibly bound for Le Havre. She had broken down on the way.

Honduras Registry.

ULUA (800 tons)

Renamed HAIM ARLOSSOROF

Arrived off Haifa 28th February with 1,300 passengers.

Being laid up in Marseilles, this vessel left for Le Havre in ballast loaded 600 Jews in Sweden and came back to Le Havre where reporting inspector protested that she was carrying too many passengers for security. She was nevertheless able to leave and touched at La Perouse, near Algiers, before proceeding to Palestine.

It will be noted that 700 additional passengers were taken on subsequently to the call at Le Havre.

The following vessels are in readiness at Marseilles:

- ARCHANGELOS
- PRESIDENT WHARFIELD.

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Registry
No. 24820/48/31

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Top Secret.
Secret.
Confidential.
Restricted.
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To
Paris Bureau
from
Eastern Dept.

NOTHING TO BE WRITTEN IN THIS MARGIN.

(13555) Wt. 43698-114 200m 2/47 G.S.S. Cp. 620

OUT FILE

Foreign Office S.W.1.

14 June 1947,

Dear Bureau,

My thanks for your letter (72/278/47) of the 30th May, which enclosed a copy of your letter to Nice, Marseilles and Bordeaux, describing your negotiations with the French authorities about the prevention of the illegal immigration traffic to Palestine.

2. This letter will be ~~most~~ ^{very} useful to us as a record ^{summary} of ~~these somewhat complicated negotiations.~~

Yours ever
Eastern Dept.

J.B. June 7

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OUT FILE

FOREIGN OFFICE, S.W.1.

14th June, 1947.

(E 4820/48/31)

Secret.

Dear Chancery,

Many thanks for your letter (72/278/47) of the 30th May, which enclosed a copy of your letter to Nice, Marseilles and Bordeaux, describing your negotiations with the French authorities about the prevention of the illegal immigration traffic to Palestine.

2. This letter will be very useful to us for record.

Yours ever,

EASTERN DEPARTMENT.

The Chancery,
British Embassy,
Paris.

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E 4822

6 JUN 1947

1947

PALESTINE

Registry Number } E4822/48/31

FROM A. Ronald

No. Lisbon

Dated 117
Received in Registry } 183/28/47
3 June
6

Illegal Immigration
Refer to despatch 134 (E3013/48/11) of May 10
Transmit copy of Note Verbale with Ministry
of Foreign Affairs regarding Illegal
Immigration of Jews into Palestine.

Last Paper.

4820

References.

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References:

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No. 117 ✓
183/28/47

Confidential

Sir,

With reference to your despatch No. 134 (E3013/48/31) of the 10th May, I have the honour to transmit to you herewith copy of a Note Verbale which I have addressed to the Ministry for Foreign Affairs regarding illegal Jewish immigration into Palestine.

2. Before this written approach was made, a member of my staff had already raised the question orally and informally with the Director-General of Political Affairs, emphasising the importance attached by His Majesty's Government to the prevention of this traffic and requesting the co-operation of the Portuguese Government. While the Embassy were well aware that illegal immigrants had never used Portugal or any Portuguese possession as points of embarkation, and while they were confident that the Portuguese Government would continue to prevent them from doing so, there had nevertheless been one or two cases of suspect ships coming to Portuguese ports for bunkers or refitting. It was hoped that the Portuguese Government would place every possible obstacle in the way of the former category, and would apply to the latter the full rigour - or something more than the full rigour - of Portuguese safety regulations and of the International Conventions mentioned in your despatch under reference.

3. Dr. Matias replied that he fully understood and sympathised with the predicament of His Majesty's Government. There was, of course, no question of illegal immigrants being allowed to embark from any point in Portugal or the Portuguese colonial empire. There were, however, considerable difficulties in the way of refusing facilities to ships which, though they might be suspected of intending to engage in the illegal immigrant traffic, had not actually embarked passengers. Such ships could not be indefinitely detained in Portuguese waters, and he saw no particular advantage to us in their being so detained. If at any time we had evidence that any ship in Portuguese waters was implicated in this traffic, he would do what he could to help us: but he could give no assurance in general terms.

4. The Portuguese Government are evidently anxious to avoid becoming involved in any way in the Palestine problem: and I doubt whether we shall obtain much co-operation from them except on a personal and semi-official basis. Should there be any further visits to Portuguese waters by suspect ships I shall not fail to make to the Ministry for Foreign Affairs the urgent and specific representations enjoined in your despatch under reference. I consider, however, that the most effective means of hampering the traffic will remain the maintenance of good relations with the maritime police, the co-operation of British firms of shipping agents and fuel suppliers, and the fact that the Companhia União Fabril, which controls the greater part of the shipbuilding and ship repairing resources of Lisbon is in its turn controlled by an extremely pro-British managing director.

I have the honour to be, with great truth and respect,

Sir,

Your most obedient, humble Servant

N. Donald

The Right Honourable,
Ernest Bevin, P.C., M.P.,

British Embassy,

LISBON

E 4822
2nd June, 1947

6 JUN 1947

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2nd June

No. 213
183/27/47

His Majesty's Embassy present their compliments to the Ministry for Foreign Affairs, and have the honour to invite the attention of the Ministry to the importance attached by His Majesty's Government in the United Kingdom to the prevention of illegal immigration into Palestine. This traffic not only jeopardises the possibility of finding any peaceful solution to the Palestine problem, but is also open to grave objection from the humanitarian point of view. His Majesty's Government in the United Kingdom cannot too strongly condemn the attitude of certain interests who for purely political motives, and without themselves being exposed to any personal danger, are attempting to persuade the victims of racial oppression in Europe by false promises to embark in overcrowded, unseaworthy vessels on a voyage which in almost every case ends in the interception of the immigrant ship by the Royal Navy and the transhipment of its passengers to Cyprus. It may be added that this traffic and those who are responsible for it have been condemned by responsible Jewish opinion throughout the world.

2. His Majesty's Embassy are confident that should information reach them at any time of the presence in Portuguese waters of a ship known to be engaged, or to be about to engage, in this traffic, they may rely on the full co-operation of the Portuguese Government in taking any steps that may be possible to prevent her from reaching her destination. In particular, His Majesty's Embassy are instructed to point out that, in view of the unseaworthy state of many of these vessels, the provisions of the International Convention on Load Lines and the Safety of Life at Sea may provide grounds for detaining or delaying them, and they hope that the full rigours of these provisions will be applied to any such vessels.

British Embassy,
Lisbon

2nd June, 1947

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1947

PALESTINE

E 4830

6 JUN 1947

Registry Number } E 4830/48/31
 TELEGRAM FROM
 No. U.K. Del
 New York.
 Dated 15 38
 Received in Registry } 5, June 1947
 6 - -

Illegal Immigration, note by Sir Gen
 Referred to 1640 (E 4669/48/31) State
 Assistant informed that list of names note
 of May 23 (E 4669) was circulated to all
 other members + take on May 29. Sir Gen
 no covering note expressed hope for consideration
 would be given to note in light of Federal
 Assembly's resolution.

Last Paper.

~~4829~~ 4822

(Minutes.)

Mr Rennie first ✓ 27/6
 (with him)

H. S. Rennie
 June 7/47

[Signature] 27/6 ✓

References.

(Print.)

(How disposed of.)

8) J.S.P. on
 E 6110/48/31
 / July 12

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(Index.)

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E 4830

17

Cypher OTP

DEPARTMENTAL No. 2

6 JUN 1947

FROM NEW YORK TO FOREIGN OFFICE

(From Permanent United Kingdom Representative to the United Nations)

No. 1538

D. 4.04 p.m. 5th June 1947.

5th June 1947.

R. 10.40 p.m. 5th June 1947.

Repeated to Washington
High Commissioner Jerusalem

IMMEDIATE

TTTTTT

Your telegram No. 1640.

Palestine.

Secretariat inform us that the text of our note of the 23rd May on illegal immigration was circulated to all other member States on the 29th May. In a covering telegram the Secretary General expressed the hope that consideration would be given to our note in the light of the General Assembly's resolution. He asked for an acknowledgment of his communication and for information on any action which might be taken by member States.

2. For some unexplained reason the note informing us of this action has not yet reached us. I understand that it has been despatched today.

Foreign Office please pass Immediate to High Commissioner Jerusalem as my telegram No. 43.

[Copies sent to Telegraph Section Colonial Office for transmission to Jerusalem].



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145 1947

Palentine
Eastern

E 4832 / G 18

16 JUN 1947

E 4832 | 48/C³¹

Sir C Norton
Athens
1163

Illegal immigration

Dated 5 June 1947
Rec'd 6

Last Paper.

(Minutes.)

E 4811

References.

Distribute I.I.P.

JB June 7

E 4361
E 4571 | 48/C

(Print.)

(How disposed of.)

~~8) I.I.P.~~
June 70
Tel) Athens 1227.
June 7.
8) I.I.P.
Cor

(Action completed.)

(Index.)

25/16

WJG.

Next Paper.

(E 4944)

E 4909

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Reference:

FO 371 / 61810

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E 4832 E/19

6th JUN 1947

DEPARTMENTAL No. 2.

Cypher/OTP

FROM ATHENS TO FOREIGN OFFICE

19

Sir C. Norton

No. 1163

D. 5.47 p.m. 5th June, 1947.

5th June, 1947.

R. 10.22 p.m. 5th June, 1947.

F F F F

IMMEDIATE

CONFIDENTIAL

Your telegram No. 1179 paragraph 3.

E/470/48/9

Illegal Jewish immigration.

Counsellor today visited head of department concerned at the Ministry of Foreign Affairs and handed in note (copy by bag) enquiring inter alia what action had been taken as a result of our note No. 226 of May 22nd (my despatch No. 221) concerning "San Eusebio" and two other vessels. *E/9 EL571/48/C*

2. Head of Department stated instructions have been sent to London and to Stockholm that Greek registration is to be withheld temporarily from all three ships. Greek Government are meanwhile studying the legal question as to whether or not they can refuse registration completely.



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Reference: **FO 371/61810**

Registry

No. E4832/48/G

Top Secret.
Secret.
Confidential.
Restricted.

J.G.S.B.
Draft.

ATHENS

Telegram.

No. 1237

(Date) June 7

Repeat to:—

~~Ex Clair.~~

~~Code.~~

Cypher.

Distribution:—

~~Departmental No. 2.~~

Cabinet Dist.

W.S.
Southern Hall first

Copies to:—

I.I.P.

7/6

F. O.,

194 .

B 20
Despatched 2 5/6 M.
Your desp. No. 221 and
~~now~~ telegram No. 1163 of May 22 volume 5:

Jewish Illegal Immigration.

Counsellor of the Greek Embassy has been kept informed of our recent representations to the Greek Government on the subject of Jewish illegal immigration. He was left in no doubt as to the importance attached by H.M.G. to the whole question, in connexion particularly with:

- (a) the vessels in Scandinavian ports for which Eliadis is now seeking Greek registration
- (b) the fact that a number of principal organizers of shipping for the traffic are Greek nationals.

2. It seems most important that the Greek Government, if they are at present without powers to take action against the organizers of this traffic, should now ~~take such powers.~~ Perhaps the most suitable method would be for them to establish a black list of ship owners known to be engaged in the traffic to whom facilities could be refused. We should be glad to consult with them as to the best method of doing this. I should ~~also~~ be glad of any suggestions or comments you may have to make.

3. In discussion with the Greek authorities you may point to the legislation recently enacted by the Governor of Gibraltar to detain suspect vessels, text

/of

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Reference: FO 371 / 61810

NOTHING TO BE WRITTEN IN THIS MARGIN.

of which is contained in my immediately
following telegram.

21

RG
7/6

See E4657/48/6
for draft of
this telegram

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference: **FO 371/61810**

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[This telegram is of **particular** secrecy and should be retained by the authorised recipient and not passed on]. 22

Confidential. CABINET DISTRIBUTION.
Cypher/OTP FROM FOREIGN OFFICE TO ATHENS.

No. 1227.

7th June 1947.

D. 2.5 p.m. 8th June 1947.

CONFIDENTIAL. 0:0:0:0

Your despatch No. 221 and your telegram No. 1165
[of May 22nd and June 5th: Jewish Illegal Immigration].

Counsellor of the Greek Embassy has been kept informed of our recent representations to the Greek Government on the subject of Jewish illegal immigration. He was left in no doubt as to the importance attached by His Majesty's Government to the whole question, in connexion particularly with:

- (a) the vessels in Scandinavian ports for which Eliadis is now seeking Greek registration
- (b) the fact that a number of principal organizers of shipping for the traffic are Greek nationals.

2. It seems most important that the Greek Government, if they are at present without powers to take action against the organizers of this traffic, should now take such powers. Perhaps the most suitable method would be for them to establish a black list of ship owners known to be engaged in the traffic to whom facilities could be refused. We should be glad to consult with them as to the best method of doing this. I should also be glad of any suggestions or comments you may have to make.

3. In discussion with the Greek authorities you may point to the legislation recently enacted by the Governor of Gibraltar to detain suspect vessels, text of which is contained in my immediately following telegram.

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FO 371 / 61810

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299

1947

E

23

E 4879

PALESTINE

9 JUN

Registry
Number

FROM

No.

Dated

Received
in Registry

E 4879/48/31
40 Minute
I Price
20, at way
9 June

Illegal Immigration

transmit article from the "People" by
a correspondent recently returned from there
on illegal immigrant shipping
conditions.

Last Paper.

4872.

(Minutes.)

Mr Price ^{1/2} 16

10 June 9

References.

(Print.)

(How disposed of.)

(Action
completed.)

(Index.)

20/6/46

20/6/46

Next Paper.

4888

Wt. 24772/717 17865 10/38 F.O.P.

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Reference: **FO 371/61810**

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Minutes.

24

E / /

Mr. J. G. S. Beith
Eastern Department

1761 NUP 4
4 JUN 1947

E 4879
JUN

You will recall my telephone conversation with you ten days ago on the subject of a visit by a correspondent of "The People" to the south of France to report on illegal immigrant shipping conditions.

He returned at the end of last week and I thought you might be interested to see his article attached.

J. Price
J. Price
20th May, 1947

I told the official Committee that the News Dept. had been instrumental in producing this article and they were much gratified. They had most of them seen it
Mr Price JB June 2

J.P.
12/6/47

Nothing to be Written in this Margin.

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Reference:

FO 371 / 61810

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They Traffic In Human Souls

25
"THE PEOPLE"
SUNDAY
MAY 18TH
1947

WITH sleeping-space hardly large enough for coffins, thousands of illegal Jewish emigrants are being shipped to Palestine from Mediterranean ports by modern "slave traders."

They make the voyage under appalling conditions in battered tramp steamers—or even sailing ships—that are not fit to carry cattle, let alone men, women and children.

These poverty-stricken refugees have been shepherded right across Europe by a gigantic under-cover organisation. Most of them have taken months in transit and have been stripped of every valuable they possessed long before they reach the Displaced Persons camps along the French Riviera.

Finally the mysterious agents, who collect "the big money," not from the refugees, but from American Zionist organisations, single out batches of them for transportation. They obtain block visas for them from some venal or grossly indifferent South American consul.

Armed with these visas, the Jewish outcasts are free to make the sea voyage to the country which issues them.

Then at short notice this human flotsam is packed into lorries, hurried down to some small seaport and loaded aboard a hell ship. Not to go to South America, but to end up in the hands of the British Navy off the coast of Palestine.

Desperate Cargo

This monstrous and inhuman traffic is financed by well-meaning zealots in America. But some of those who have a hand in sending the Jews away are merely interested in the money they can make.

In the South of France I have seen the organisation at work.

Just inside the harbour entrance of Sete, half a mile from the main dock basins, I found the Anal, of Panama, snoring at her moorings like the tramp she was.

Her hull and single funnel were a rusty black and her decks were littered with top hamper—for all the world as though she had huddled scraps of sacking over her rags.

But men were sawing planks and short timber uprights near the new deck-house and the Anal was preparing to put to sea. Not as an odd-job ship in the meaner coastal trade, but as a blockade runner carrying a desperate cargo of men, women and children towards Palestine.

The fishermen of Sete and the shipping men there knew her as one of the hell ships engaged in this terrible traffic. They had seen three other vessels of her type steam or sail this year from that old French port, each as crowded with Jews as the slavers were in olden days.

They shrugged their shoulders at the vileness of a trade which did not concern them personally. "Without doubt," they conceded, "there are big merchants making much money in this affair."

Indeed, there are, but who? Max Intrator's name has been mentioned in recent currency prosecutions as being a man concerned with the financing of this Continent-wide racket.

One of Italy's "big business" men is said to have a finger in the stinking pie, and from Stockholm to Genoa and Spezia a horde of minor agents and intermediaries is picking out of it small unsavoury plums.

★
VISCOUNT HALL was fully justified in describing the methods of these modern slave traders as "criminal," in the House of Lords the other day.

Apart from the gross violation of all international conventions for the safety of passengers at sea, it is an abominable crime against humanity to cram hundreds of men, women and child-

Pathetic women and children like these, are herded on to hell ships and sent to Palestine. The ghouls who run this terrible traffic are exposed—

By KINGSLEY LONG

ren into rotten old tubs which could not carry a score of passengers in reasonable comfort.

But that is how Jewish "displaced persons" of both sexes and all ages are being embarked at French and Italian ports, ostensibly for Morocco or South America, but actually for Palestine.

The men who traffic in them have no more regard for their safety or the elementary decencies of life than they would have for a cargo of sheep. And they do not care in the least whether they reach their destination or not.

Most of the emigrants never do. For many of the hell ships are intercepted off the Palestinian coast by the British Navy. Others break down before they can complete their voyage.

Take the case of the Anal. She actually put out from Sete under her own steam for "an unknown destination" with no passengers aboard.

Beyond all doubt, however, she was making for some other small port where it had been found more convenient for the Jewish emigrants to assemble. She is now flying the flag of Panama, but she was built on the Clyde and launched as the Earl of Zetland 70 years ago!

Of only 253 tons gross, this wretched old tub carries three small lifeboats. But on her crowded decks were no fewer than 16 large life-saving rafts stacked vertically and horizontally.

When she coals, the fuel is hand-hauled from a lighter alongside. I saw her bunkers filled in this way, and that raises an important international issue about which Great Britain is already making representations to foreign Governments.

We object, in fact, to suspect ships of any kind being refuelled in friendly ports.

The Anal, however, had no difficulty in obtaining bunker coal—at a price. She also took on board quantities of bottled beer, far more than her crew of 12 could possibly need for a short voyage.

Vanishing Trick

She had put into Sete out of Lisbon, for fuel, revictualling and repairs—divers were working on her hull the day before she sailed—and she disappeared beneath a plume of black smoke in the dawn light, having paid her dues!

I had expected her to load her emigrants that day, as the previous hell ships had done, from the main dock basin near the station.

Here it was that at the end of last month some 2,600 Jews filed up the narrow gangway of the Guardian-Principito-Cortez, flying the flag of Honduras and bound ostensibly for Cuba!

In that patient throng of refugees were many old people

and numerous young mothers, some with babies in their arms, others with little children clinging to their skirts.

They had been crammed into lorries at some D.P. camp—that at Miranas, I believe, in this instance—and it was a wonder they ever reached Sete without some of them being jolted loose from the insecure swarm.

★
THE Guardian-Principito-Cortez is a ship of about 500 tons, and it was reported that she intended to discharge her passengers at Algiers or Lisbon for transhipment to Cuba in some other vessel.

But certainly none of the French officials who controlled their embarkation, checked their visas and numbered them off could have believed this fairy tale.

The accommodation for the emigrants between decks was an affront to civilisation. The bunks were nothing but planks sawn up for the purpose, with palliasses provided for the children.

One Frenchman who acted as voluntary porter for a poor Jewish woman with two small children told me he could not stay below for more than a few minutes because the air had already become unhealthy and the smell made him "wish to vomit."

All these hell ships are much alike in this respect: they pack the emigrants to the point of near suffocation.

The San Miguel, of Panama, which left Sete at the beginning of February, was a tiny steamer which could only manage to squeeze in 790 Jewish men, women and children. She supplied each adult with a plank eight inches wide. These had been arranged in three tiers only twenty inches one above the other!

Earlier this year the two-masted barque Merica, of Italian registration, sailed out of Sete in the literal sense of the word.

She carried 647 Jewish emigrants, who thronged her tiny deck-space and crowded to the rails—actually waving their handkerchiefs to the Europe which had hounded them from their native lands, imprisoned them in concentration camps and left them homeless, penniless, and still under the shadow of persecution, in the second year of peace!

The organisation sponsoring these embarkations has its headquarters in Paris, but its funds must almost certainly be drawn in the main from America.

The Merica was chartered by a French firm of shipping agents. The average Frenchman doesn't realise that the problem of Palestine is not one which concerns Great Britain alone, but also every member country of the United Nations Organisation.

Conversations are in progress now at the Qual d'Orsay between the British and French Governments in regard to the international issues involved in the hell-ship traffic.

Britain's representatives contend that it is illegal in itself, because each member nation is bound to respect the mandate which UNO has conferred upon us, and they are therefore taking the strongest exception to the bunkering and provisioning of all ships which cannot give a good account of themselves. French

merchants, of course, are ready enough to sell coal at exorbitant prices to the hell ships, but France has no moral right—and as we contend no legal right—to do so.

As to the ghastly conditions under which the emigrants make their voyage, that is no question of Zionism, religion or race. It is the clear duty of every civilised country to inspect passenger ships and make certain that they shall not take on board more passengers than can be decently and safely accommodated.

The conversations which have begun in Paris will be succeeded by similar approaches to every other European country concerned—and notably with Italy, whom we hold particularly responsible for the numerous embarkations from Italian ports.

A Bone To Pick

And the British Government also has an important bone to pick with several South American members of the United Nations Organisation. It is gravely perturbed by the enormous number of what can only be termed "phoney" registrations.

At the present time, for instance, Panama has the fifth biggest merchant navy in the world. Obviously a great many cargo ships, now sailing under South American flags, have never entered a South American port.

Through Viscount Hall the Government has formally and officially declined responsibility for any disaster which may result from these illegal emigrations.

And the world would do well to remember that only a few weeks ago the San Felipe, of Panama, was intercepted off the Panama coast in a state of distress and would certainly have foundered with her 1,570 passengers in any heavy sea.

This is, therefore, a matter for the conscience of all civilised peoples. They can none of them wash their hands of a crime against humanity itself.

(P.T.O.)

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FO 371/61810

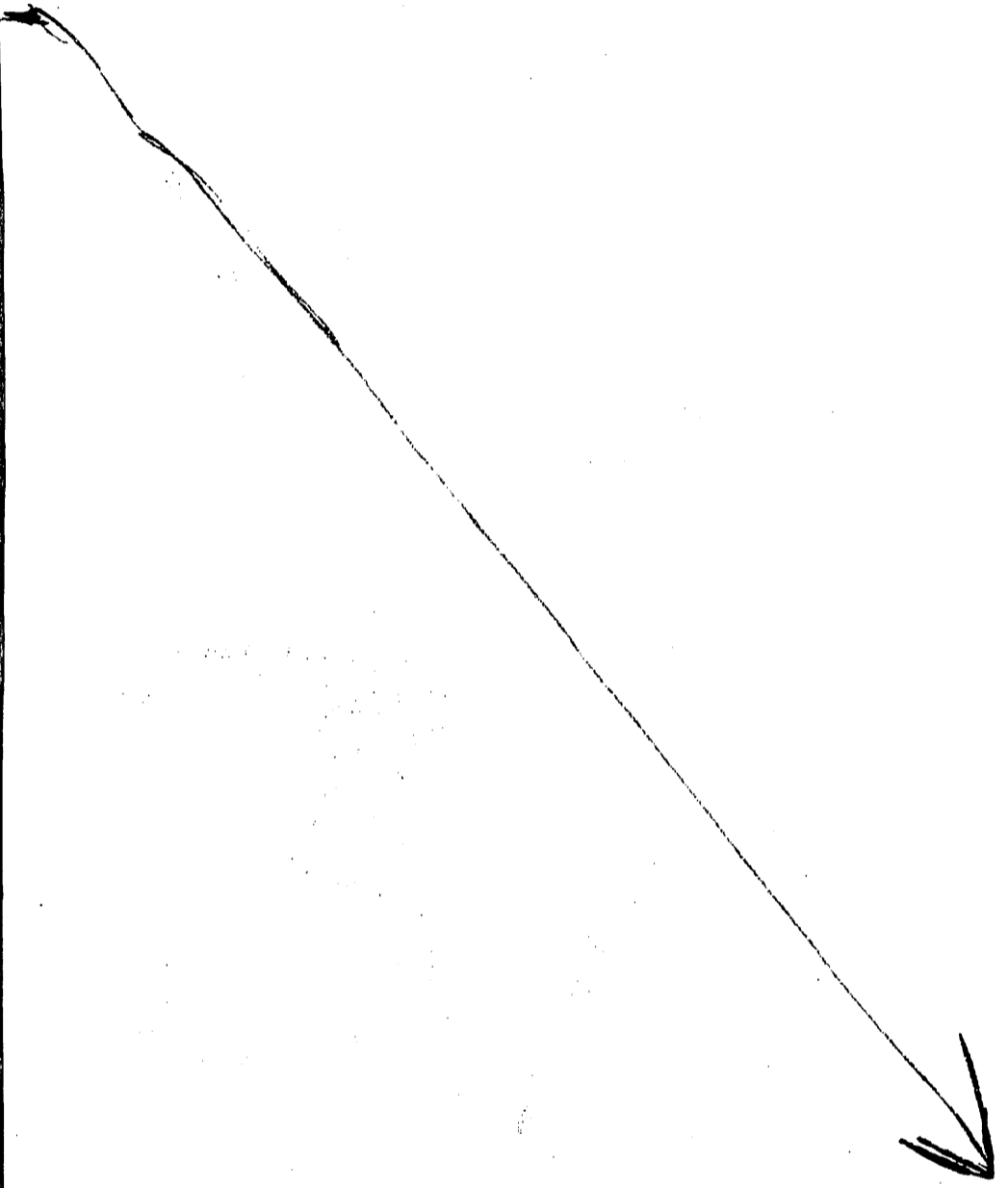
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1947

E

PALESTINE

E 4888

9 JUN

26

Registry Number } E4888/48/31

TELEGRAM FROM

No.

Lord Leverhulme
Washington

Dated

22/3

Received in Registry

6 June 1947
9 - -

Illegal Immigration, American French

States in newspaper P.M. reported Ben Haddock's letter to terrorists, Bayford spoke again to Deputy Director pointing out that this could not fail to create a deplorable impression in London. Villard stated that statement was about to be made by C.N. condemning publicity of the kind.

Last Paper.

4879

(Minutes.)

See also E4906

References.

H.S. Bent
Amelio

(Print.)

(How disposed of.)

8) C.O. (on E5263)

June 24

Tel, w/for, 6169

21 June

8) C.O. (on E5263)

June 24

There is still no news that the U.S. Govt are taking any action. I think we might jog Washington on the subject.

Off telegram to Washington

(Action completed.)

G. M. 10/6

(Index)

10/6
20/6/47

Next Paper.

4905

30471 F.O.P.

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Reference:

FO

371

61810

24802/40/31 27

AMENDED COPY# 10/6/47.

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Cypher/OTP CABINET DISTRIBUTION.
FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel.
No. 3273.

6th June 1947. D. 2.00 p.m. 6th June 1947.
R. 9.50 p.m. 6th June 1947.

Repeated to Jerusalem,
New York (United Kingdom Delegation) Saving.

0:0:0:0

IMPORTANT.

CONFIDENTIAL.

Your telegram No. 5063.

Zionist advertisements in United States newspapers.

As newspaper P.M. reprinted on June 5th Ben Hetcht's letter to Terrorists Balfour spoke again to Deputy Director of Office of Near East and African affairs pointing out that this could not fail to create a deplorable impression in London. Villard informed Balfour that a statement was about to be made by *the President which basing itself on the resolution of the* United Nations would strongly condemn publicity of this kind. This statement was in fact issued shortly afterwards and the text is contained in my immediately following telegram. Its terms are very general but references to undermining law and order in Palestine and promoting violence in that country are reasonably satisfactory.

Done W

2. Deputy director also assured Balfour that State Department were hopeful that as a result of discussions between themselves and Departments of Justice and the Treasury it would prove possible before long to take action to deal with this kind of despicable propoganda.

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Cypher/OTP CABINET DISTRIBUTION

FROM WASHINGTON TO FOREIGN OFFICE

Lord Inverchapel, D. 2.00 p.m. 6th June, 1947.
No. 5275
6th June, 1947. R. 9.50 p.m. 6th June, 1947.

Repeated to Jerusalem,
New York (U.K. Delegation) Saving.

Q Q Q

IMPORTANT
CONFIDENTIAL

E 4888

Your telegram No. 5063. — E *original*

9 JUN

Zionist advertisements in United States newspapers.

As newspaper P.M. reprinted on June 5th Ben Hetcht's letter to Terrorists Balfour spoke again to Deputy Director of Office of Near East and African affairs pointing out that this could not fail to create a deplorable impression in London. Villard informed Balfour that a statement was about to be made by President [gps. undec.] United Nations would strongly condemn publicity of this kind. This statement was in fact issued shortly afterwards and the text is contained in my immediately following telegram. Its terms are very general but references to undermining law and order in Palestine and promoting violence in that country are reasonably satisfactory.

2. Deputy director also assured Balfour that State Department were hopeful that as a result of discussions between themselves and Departments of Justice and the Treasury it would prove possible before long to take action to deal with this kind of despicable propoganda.

[Note by Communications Department.
Repetition of undecypherable groups
is being obtained].

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E4888/48/31

Restricted

Cypher/OTP

CABINET DISTRIBUTION.

FROM FOREIGN OFFICE TO WASHINGTON.

No. 6169

21st June 1947. D. 2.50 p.m. 21st June 1947.

Repeated to United Kingdom Delegation New York No.1793.

V V V

IMPORTANT.

RESTRICTED.

Your telegram No. 3273 [of June 6th: Zionist advertisements in United States newspapers] paragraph 2.

Have you any further news about possible action by the Administrative? Please press State Department urgently on the subject.

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371 / 61810

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E 4905

31

1947

PALESTINE

4 JUN

Registry
Number

FROM

No.

Dated

Received
in Registry

E 4905/48/31

R. V. Grimston

M. P.

to Mr. Webb

H. Seal

9

Articles by Ben Hetcher.
 Transmitt copy of letter received from N.H.A.
 Connor, suggesting that H.M.G. take
 more positive action in dealing with type
 of literature by Ben Hetcher, for formal
 protests by H.M. Ambassador in Washing.

Last Paper.

4888

References.

(Print.)

(How disposed of.)

Dpt. R.V. Grimston
M.P.

from Minister of State

Seal 14

(Action
completed.)

G.P. 18/6

(Index.)

26/7/48

Next Paper.

4906

(Minutes.)

I submit a draft reply.
 We clearly cannot take the
 action suggested

D.S. Seint
June 10W.M. Seint
10/6

10 June 17

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Reference:

FO 371 / 61810

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Ack'd. 5/6.
Eastern Dept.

K 32
Enter
soon

4th June, 1947

E 4905

Mr McNeill

I am enclosing a letter from a constituent of mine which is self-explanatory, and I should be glad if you could let me have your comments in order that I may reply to him.

*Yours sincerely,
Robert V. Grimston.*

ROBERT V. GRIMSTON.

The Rt. Hon. Hector McNeill, M.P.,
Foreign Office, S.W.1.

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Reference:-

FO 371 / 61810

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33

J. C. R.



St. Catherine's Society,
Oxford.

1st. June 1947.

R. U. Spindler, Esq.,

Dear Sir,

Is it not possible for the Government to take more positive action, other than the British Ambassador's formal protest, against Mr. Ben Hecht's continued incitement to violence and murder of the British in Palestine?

For example, films and possibly stage plays, for which he wrote the

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34 -2-
Story or dialogue, are
no doubt showing in that
country at present, with
new productions possibly
on the way. Could these
not be banned? It
seems ironical to say
the least, that we should
indirectly contribute
towards the funds with
which Mr. Hecht assists
the terrorists.

You will appreciate,
of course, that I am
not entering into any
question of the justice
of the Jewish case over
Palestine — but,

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-3-

35

J. C. R.



St. Catherine's Society,
Oxford.

particularly as the matter is now in the hands of the United Nations, this open advocacy to "let go without guns and bombs against the British traitors" should not be allowed to pass without taking all reasonable action.

It seems not impossible that ^{even} the ~~point~~ suggestion of the loss of the British market to some of their firms

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Reference:

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61810

36
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might cause the Hollywood
producers who engage Mr.
Hecht's services to bring
to bear upon him more
pressure than the State
Department is able to
muster.

Yours faithfully,
N.H.B. Connor.

N.H.B. CONNOR.

P.S. I should have
mentioned at the beginning
of both letters that I am
a member of the ~~best~~ ~~best~~
constituency.

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Reference:

FO

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61810

Registry
No. E 4905/48/31

Top Secret.
Secret.
Confidential.
Restricted.
Open.

Draft.

Mr. Robert V.
Grimston, M.P.
House of Commons

from: Minister of
State

Mr. Rob First

*Feb 11/6
R
Vio/6
UM 10/6*

+ IC
OUT FILE

FOREIGN OFFICE,

S.W.1.

14 June, 1947.

Will you please refer to your letter of June 4th in which you enclosed a letter from a constituent of yours suggesting that film and stage plays for which Mr. Ben Hecht wrote the story or dialogue should be banned in this country in view of his present campaign of incitement to violence and murder in Palestine.

As your correspondent has noted, very strong protests have been made to the United States Government both in London and in Washington on the subject of Mr. Hecht's advertisements. But however reprehensible his political activities may be, I do not think it would be in accordance with the traditions of this country to impose a ban upon the performance of his work in the United Kingdom. ^{Moreover} Besides, to do so would seem ^{probably} calculated to give Mr. Hecht the additional publicity which he is seeking to secure by every means at his disposal.

*MB
u/v:*

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference:

FO 371 / 61810

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OUT FILE

Foreign Office, S.W.1.

14th June, 1947.

38

(B 4905/48/31)

My dear Grimston

Will you please refer to your letter of 4th June in which you enclosed a letter from a constituent of yours suggesting that film and stage plays for which Mr. Ben Hecht wrote the story or dialogue should be banned in this country in view of his present campaign of incitement to violence and murder in Palestine.

As your correspondent has noted, very strong protests have been made to the United States Government both in London and in Washington on the subject of Mr. Hecht's advertisements. But however reprehensible his political activities may be, I do not think it would be in accordance with the traditions of this country to impose a ban upon the performance of his work in the United Kingdom. Moreover, to do so would probably give Mr. Hecht the additional publicity which he is seeking to secure by every means at his disposal.

Yours ever

(sgd) Hector McNeil.

R.V. Grimston Esq., M.P.,

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FO 371 / 61810

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302

E

39

E 4906

1947

PALESTINE

9 JUN

Registry Number } E 4906/48/31

TELEGRAM FROM

No.

Lord Evershed

Dated

Washington

Received in Registry } 3274

6. June

9 -

Speech by President Truman.
 Referred to for 3273 (E 4888/48/31)
 Transmits text of speech by President Truman
 based on resolution passed by General
 Assembly on May 15, re Illegal Immigration.

Last Paper.

4905

References.

(Print.)

(How disposed of.)

(Action completed.)

Ed M/16/6

(Index.)

Ed M/16/6

Next Paper.

4909

(Minutes.)

Taken as the direct result of our
 representations this statement is
 not so bad (see Washn. Comment
 on E 4888). The S/S attached
 in portance to it yesterday at
 a meeting of Ministers on illegal
 immigration.

News Dept. are welcoming
 the statement in conversation
 with journalists and I have
 asked Mr Rennie to draw attention
 to it in any circular to ministers.

Mr Rennie (Infr. Policy) ✓ 10/6

News Dept.

President's statement June 10
 was noted in LPS transmission
 of 10 June, and recalled to other correspondents
 in connexion with publication of the
 text of our letter to the Secretary General.

30471 F.O.P.

Wm 12/6

Ed M/16/6

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EN CLAIR

E 4906
JUN

GENERAL DISTRIBUTION

FROM WASHINGTON TO FOREIGN OFFICE

Lord Inverchapel
No: 3274

D.11.15 a.m. 6th June 1947

6th June 1947

R. 6.35 p.m. 6th June 1947

Repeated to Jerusalem
United Kingdom Delegation New York. Saving

4 4 4 4

IMPORTANT

ELISE L.

My immediately preceding telegram.

Following is text.

The General Assembly of the United Nations in special session on May 15th 1947 unanimously adopted the following resolution:-

"The General Assembly calls upon all Governments and peoples and particularly on the inhabitants of Palestine to refrain pending action by the General Assembly on the report of the Special Committee on Palestine from the threat or use of force or any other action which might create an atmosphere prejudicial to an early settlement of the question of Palestine.

The search for a fair and workable solution of the Palestine problem is one of the most difficult and important tasks confronting the United Nations. It is in the interest of the United States as well as of the United Nations that the efforts of the United Nations to solve this problem meet with success. Activities calculated further to inflame the passions of the inhabitants of Palestine to undermine law and order in Palestine or to promote violence in that country are certain to create an atmosphere prejudicial to an early settlement of tasks which the United Nations has before it."

I therefore urge every citizen and resident of the United States in the interests of this country of world peace and of humanity meticulously to refrain while the United Nations is considering the problem of Palestine from engaging in or facilitating any activities which tend further to inflame the passions of the inhabitants of Palestine to undermine law and order in Palestine or to promote violence in that country."

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<p>145 A 1947 31</p>	<p>Palestine EASTERN</p>	<p>E4909 / G - 9 JUN 1947</p>
<p>E 4909/48/G Mr Smith Adly Mr Kennedy Dated 3 June Received 9 June.</p>	<p>Illegal immigration: Aghias 41 Refs Jot. O letter (XS18/72/1/479) Cues information regarding the Aghias.</p>	
<p>Last Paper. (E4361) E4832</p>	<p>(Minutes.) Draft copy N.I. 5 to Athens submitted J. B. [Signature] (C.S.E. CABLE) 12/6</p>	
<p>References.</p>	<p>Personal Dept. [Signature] 8/6 J. B. [Signature]</p>	
<p>(Print.)</p>		
<p>(How disposed of) [Signature] Chancery Athens from E Dept 14 June</p>		
<p>(Action completed.) 25/9/46</p>	<p>(Index.) [Signature]</p>	
<p>Next Paper. E4910 (E5174)</p>		

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Enter given

CONFIDENTIAL

E



Intelligence Division, ⁴²

Naval Staff,

Admiralty,

London, S. W. 1.

9 JUN 1947

E4909

- 9 JUN 1947 June, 1947.

Dear Kennedy,

Thankyou for your letter of the 28th May XS18/72/1/47 G, regarding a Jewish illegal immigration caique named AGHIAS. Very little is known regarding description of this ship, beyond that she is a Greek motor caique with a 60 h.p. paraffin engine. Master and crew all come from Ikaria.

She was estimated to have been in Piraeus end of November 1946. Vessel was to transport 450 young Jews from a lonely bay in Sicily to the islands of Amorgos or Levitha at the S.E. end of the Cyclades. Price agreed upon was £2,500 for the journey. AGHIA TRIAS would proceed empty to Sicily from Patras, returning via Taranto, Greek-Albanian coast, thence Aegean.

Nothing further heard of this caique until January, 1947, when it was learnt that she had been ordered by known illegal organiser Paouris to rendez-vous with three caiques from Piraeus at Amorgos or Levitha and transfer her passengers to these vessels. The three caiques sailed

/Piraeus

H. T. Kennedy Esq.,
Personnel Department,
Foreign Office,
S. W. 1.

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43

~~24~~ JUN 1947
Piraeus January for unknown destination.
Two of the three may be named PRODRAMOS and
AGIOS PANTELEIMON also unlocated. AGHIA
TRIAS was last reported to have been in the
Cyclades area 25th March 1947.

May I leave it to your judgment as
to the best means of transmitting this
information to Athens.

Yours sincerely,

Edward Smith

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Reference: **FO** 371 / 61810

Registry
No. E 4909/48/6
J.E.C.

Top Secret.
Secret.
Confidential.
Restricted.
Open.

Draft
ATHENS CHANCERY

from
Eastern Dept.

OUT FILE + Opbr

Foreign Office S.W.I.
14th June 1947,
13th
44

Dear Blaney,
Will you please refer to our telegram no. 1179 and to your telegram no. 1043, both of which referred to the Greek caique "AGHIAS TRIAS" suspected of complicity in the Jewish illegal immigration traffic to Palestine.

2. We have now received some additional information on this ship. She is a motor caique, equipped with a 60 h.p. paraffin engine, whose master and crew come from IKARIA. She is believed to have been in PIRAEUS towards the end of November 1946, when she was expected to transport 450 Jews from Sicily to the island of AMORGOS or ZEVITHA at the S.E. end of the Cyclades. She would have sailed empty from PATRAS to Sicily, returning via Taranto, along the Greek-Albanian coast.

NOTHING TO BE WRITTEN IN THIS MARGIN.

(18555) Wt. 49698-114 200mm 2/47 G.S.S.A. Gp. 690

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45 coast and thence into the Aegean.
The price agreed upon for this operation was £2500.

3. Nothing further was heard of her till January 1947, when she was ordered by PAOR PAOURIS, a known organizer of the illegal immigrant traffic, to transfer passengers to three caiques from PIRAEUS at a rendezvous at AMORGOS or LEVITHA. Two of these caiques, which sailed from PIRAEUS on the 14th January for an unknown destination, may have been named "PRODROMOS" and "AGIOS PANTELEIMON", but are also unlocated. The "AGHIAS TRIAS" was last reported in the Cyclades area in March 1947.

4. We hope these details may be of some assistance to you in identifying this ship.
Yours truly
Eastern Dept.

JB June 12

NOTHING TO BE WRITTEN IN THIS MARGIN.

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FO 371 / 61810

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46 1947 21	Palestine EASTERN	E4910 /G 47 JUN 10 1947
E4910/48/9 Mr Broad Warsaw 205 Dated 3 June Received 9 June	Jews in Poland Refs to F.O. circular (E11422/Y650/9) Comments on present situation of Jews in Poland in relation to illegal immigration problem.	
Last Paper. E4909	(Minutes.) Copy Co. } Miss } Cab. off. } usual names (Cmbr. Evrshed)	
References.	Refugee Dept. / 16/6 Northern Dept. / 17/6	
(Print.)	Same 11	
(How disposed of.) 8) C.O. M/S Cab 9/11 12 June		
(Action completed.) 25/9/6	(Index.) lgh.	
Next Paper. E4911		

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Reference: **FO 371/61810**

OUTWARD TELEGRAM

53

Confidential.

[This telegram is of particular secrecy and should be retained by the authorised recipient and not passed on].

Cypher/OTP. CABINET DISTRIBUTION.

FROM FOREIGN OFFICE TO ROME.

No. 1099.

D. 7.35 p.m. 27th May 1947.

27th May 1947.

Repeated to: Paris, No.1180 Saving;
Washington, No.576 Saving.

W:W:W:W:W

IMPORTANT.

CONFIDENTIAL.

My telegrams Nos.993 and 1063 [of May 10th and May 21st: Jewish illegal immigration].

As distinct from the special case of the "Anal", we have been considering the desirability of returning Jewish illegal immigrants to Italy and other countries where they embark. It is agreed that we could only do this in cases where we succeed in securing clear evidence of the place of embarkation, either by shadowing the illegal immigrant ship to the point of loading or by more intensive interrogation of the illegal immigrants on arrival.

2. The matter was raised with the French authorities in recent talks and the French reaction was unfavourable, although their representative suggested that any illegal immigrants who could be shown to have entered France on the legal transit quota should be returned to France. I recognise that the return of such people would be equally embarrassing to the Italian Government (and other Governments concerned) and that they might claim, like the French, that the majority of them had come from Central Europe and had used Italy and other countries merely as countries of transit on their way to a port of embarkation. Nevertheless, Italy is at present the country where there is the greatest illegal immigrant activity and also the Mediterranean country least able to resist our pressure. It is therefore most important to do everything possible to get the principle of "refoulement" established with Italy, with a view to extending it later to other countries.

3. You will already have told the Italian Government, with reference to the "President Warfield",

that

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Reference:

FO 371 / 61810

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- 2 -

that, if she sailed with illegal immigrants, we should have to insist that the Italian Government take the immigrants back (see paragraph 3 of my telegram No. 993) and I imagine that you may have made further play with this point in general representations. I should be grateful for your early observations as to whether we should now press the Italian Government for a specific assurance that they will take back illegal immigrants shown to have embarked in Italy or whether it would be better tactics to take Italian acquiescence for granted, seeing that they do not appear to have reacted strongly to your statements on this point.

4. Case of the "Anal" may, of course, help to prepare the way for securing Italian acquiescence.

5. Official Committee have expressed their appreciation of your vigilance and activity in this matter during recent weeks and I am very grateful for what you have done. I recognise that we have pressed the Italian Government hard and you may make it clear that His Majesty's Government appreciate the efforts they have made to control the traffic and understand the difficulties arising from the influx of refugees into Italy. You can assure them that the British Zone of Austria has taken the strictest measures to control the illegal passage of refugees across that frontier and that we are willing to back the Italian Government up strongly in any representations they make to neighbouring countries including the authorities in the French Zone of Austria or to the United States Government in regard to the illegal movement of refugees or in any reasonable action they may take affecting organisations like A.J.D.C.

6. You will have seen reports from F.O.L.I. to the effect that owners of "President Warfield" have instructed the Master to sell her. Fact that ship is temporarily immobilised is most satisfactory and we await a further report from you: no doubt you and Italian Ministry of Marine will bear in mind the possibility that proposed change of ownership may be a blind. Commander-in-Chief will not of course be able to maintain guard indefinitely and we must count on Italian authorities to maintain their vigilance.

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Piece 61810

Following document(s) retained in the

Department of origin under Section 3 (4)

of the Public Records Act, 1958

E4918/48/31

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Reference:

FO 371 / 61810

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		Palestine EASTERN	E4946/G 10 JUN 1947 55
149 1947 E4946/48/C	Aid for illegal immigration into Palestine		
Lord Sverchapel W'ton 3331 Dated 9 June Received 10 June	Refs to F.O. let 4536 (E3535/48/31) Reports estimate of costs of the case of research work and requests instructions.		
Last Paper. E4918 (E3377)	(Minutes.)		
References.	I think it is clear that we do not want to start employing U.S. solicitors on N.Y. staff. Draft reply submitted.		
(Print.)	Finance Dept. NA, Dept.		
(How disposed of.) Ted W'ton 5846 13 June	The Secret June 11 I strongly agree. <i>[Signature]</i> F. B. A. Rumson		
(Action completed.) <i>[Signature]</i>	(Index.) <i>[Signature]</i>	Capt. Knox, Treasury, concurs (Telephone, June 12) <i>[Signature]</i> 12 June Tel. sent Bome 12 <i>[Signature]</i> 12/6	
Next Paper. E4947			

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Reference: **FO 371/61810**

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E 1945
10 JUN 1947

Cypher/OTP

DEPARTMENTAL No. 2.

FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel. D. 9.31 p.m. 9th June, 1947.
No. 3331.

9th June, 1947. R. 4.20 a.m. 10th June, 1947.

3 3 3

IMPORTANT.

SECRET.

Your telegram No. 4536. E

Aid for illegal immigration into Palestine.

Consul-General New York informs me that Couderts estimate that the cost of the research work involved from the angle of United States law is unlikely to be high and would probably amount to some five hundred dollars. If the firm were required in addition to obtain information as to the activities of the different Jewish organisations or firms involved, the cost would be much higher and could not be easily estimated, since the intermediaries would have to be highly paid and would be unscrupulous. From your telegram under reference I assume that you have in mind only research into the position in United States law.

2. Couderts would like to be informed at once if possible whether we wish them to undertake that work and I should therefore be glad to know whether we may ask them to proceed.

10 JUN 1947

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Reference: FO 371/61810

Registry
No. ~~E4946/48/G~~

57

13/6
Despatched 4:35 P.M.

Draft.

Washington

IMPORTANT

Telegram.

5846
June 13th

Your tel. No. 3331 [of June 9:
Jewish illegal immigration]

Cyprus

I approve expenditure

Sept 1. No. 2

of approximately 500 dollars

Finance Dept.
Not Dept. of
Trit

and confirm that further

investigations mentioned

should not repeat not

be undertaken.

JB June 11

Wm J 12/6

CO. / Convent

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference: **FO 371/61810**

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No. E4946/48/G

Cypher/OTP

DEPARTMENTAL NO. 2.

FROM FOREIGN OFFICE TO WASHINGTON

No. 5846

D. 9.35 p.m. 13th June, 1947.

13th June, 1947.

///

IMPORTANT

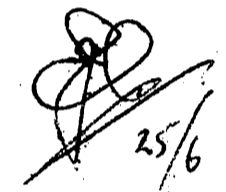
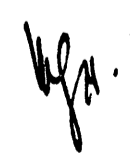
Your telegram No. 3331 [of June 9th: Jewish illegal immigration].

I approve expenditure of approximately five hundred dollars and confirm that further investigations mentioned should not (repeat not) be undertaken.

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Reference:

FO 371 / 61810

150 1947 31	Palestine ...	E4947 / G 10 JUN 1947 59
E4947 / 48 / G F.O. Min Mr. Keith Dated 5 June Received 10 June	Illegal immigration traffic Report conversation with H. Constantinos of the Greek Embassy.	
Last Paper. E4946	(Minutes.)  25/6	
References. E4541 / 48 / G E4832 / 48 / G E4659 / 48 / G		
(Print.)		
(How disposed of.) on Greg Ham See on E4832 / 48 / G		
(Action completed.) 25/6	(Index.) 	
Next Paper. E5001		

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Reference: **FO 371 / 61810**

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E 4958

61

1947

PALESTINE

11 JUN

Registry Number

E 4958/48/31

FROM

C. M. Rose

No.

60204958

Dated

1947

Received in Registry

4 June 1947

11

Illegal Immigration

Refer F.O. despatch 197 (E 3013/48/31) of 10/5.
Transmit copy of note to Danish
Minister for Foreign Affairs, re delaying
suspect illegal immigrant ships.

Last Paper.

4947

References.

(Print.)

(How disposed of.)

8) Mr. Higham, C.O.
Comm. Overseas,
Cab. Off.

✓ June 14

(Action completed.)

9/6/47

(Index.)

9/6/47

Next Paper.

4919

(Minutes.)

Copy cb. }
Calc) out. } usual names

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63

BRITISH LEGATION,
COPENHAGEN.

19th May, 1947.

No. 124.

Monsieur le Ministre,

Your Excellency will be aware His Majesty's Government attach crucial importance to the prevention of illegal Jewish immigration into Palestine especially during the coming months when the whole question of Palestine is under consideration by the United Nations; and in their efforts to this end they hope that they may count on the assistance and co-operation of the Royal Danish Government. This question has already been broached in the recent Norwegian resolution passed at the United Nations Assembly meeting in New York, which calls on the Nations to avoid any action which might prejudice a solution of the Palestine problem, and I understand that the Secretary-General of the United Nations will shortly be sending a message to all Governments, asking for their co-operation in this matter. I have therefore the honour to draw Your Excellency's attention to the following considerations in this connexion.

2. The majority of the vessels which have been used in this illegal traffic are quite unseaworthy, and the normal practice of the organisers of the traffic is to overload the limited amount of tonnage they possess in order to carry the maximum number of illegal immigrants to Palestine. It is therefore nearly certain that almost every vessel in which illegal immigrants embark violates the provisions of either the International Convention for the Safety of Life at Sea (1929) or the International Convention respecting Load Lines (1930), or of both. His Majesty's Government wish therefore to draw the attention of the Royal Danish Government to the provisions of these two Conventions and to suggest that the full force of their provisions might with advantage be applied to any illegal immigrant vessels seeking to sail from Danish ports. As regards vessels of the Danish flag, His Majesty's Government have no doubt that the Royal Danish Government automatically carry out all the obligations imposed by the two Conventions. In respect of foreign vessels, however, I am instructed to draw Your Excellency's especial attention to the provisions of Article 1 of the Convention for the Safety of Life at Sea, whereby contracting governments undertake to take all steps necessary to give the Convention full and complete effect, and also of Article 1 of the Load Lines Convention which contains a similar undertaking. I am further to suggest that the Royal Danish Government might see their way to exercise the rights of control conferred upon them under Articles 54 and 16 respectively of the two Conventions, and generally to ensure that the precautions contemplated by the Conventions are observed.

3. As regards the obligations of states parties to the 1929 Convention in respect of foreign ships in their ports, Your Excellency will be aware that Regulation XIII of Annex 1 of the Convention provides inter alia that whenever an accident occurs or a defect is discovered which affects the safety of a ship to which the Convention applies or the efficiency of its lifesaving equipment or whenever any important repairs or renewals are made to such a ship it should be subjected to

/survey...

His Excellency Monsieur Gustav Rasmussen,
Royal Danish Minister for Foreign Affairs.

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Reference: **FO 371/61810**

survey to ensure that it complies with the requirements of the Convention. By Article 10 of the Convention each contracting state binds itself to take measures to apply and enforce the principle of the above regulation and to assure that from the point of view of safety of life the ship is fit for the service for which it is intended. His Majesty's Government hold the view therefore that if the occasion for the survey contemplated by Regulation XIII should arise when a ship is in the port of a foreign state bound by the Convention, the Convention can be held to lay on that state the obligation to ensure that the ship does not put to sea unless the requirements of the Convention are complied with. I understand that provision for such action in Denmark has already been made by the Danish Merchant Shipping (Inspection of Ships) Act No. 177 of April 15, 1930, which provides for the inspection, and if necessary the detention of foreign ships in Danish ports.

4. Your Excellency will understand the vital importance which His Majesty's Government attach to the prevention of this illegal traffic while the United Nations Assembly is seized of the Palestine question, and I have been instructed to bring the provisions of the above mentioned Conventions to Your Excellency's notice in the belief that they will facilitate the co-operation which His Majesty's Government are confident they may expect from the Royal Danish Government.

5. In this connection I should also refer to my semi-official letter No. 122 of the 24th May to Kontorchef Henningsen of Your Excellency's Ministry about the vessel "San Eusebio". His Majesty's Government have every reason to believe that this ship is engaged or likely to be engaged in the transport of illegal immigrants to Palestine. It was formerly registered under the Panamanian flag, but its Panamanian registry has recently been withdrawn. I assume, therefore, the necessary measures will be taken to prevent this ship from sailing until it obtains a new registry.

I avail myself of this opportunity to renew to you, Monsieur le Ministre, the assurance of my highest consideration.

(Sgd.) E. M. ROSE.

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FO 371 / 61810

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COPY

BRITISH EMBASSY,
COPENHAGEN.

No. 122.

24th May, 1947.

In confirmation of our telephone conversations I write to let you know that my Government are interested in seeing that all possible steps are taken to prevent the s.s. "San Eusebio", which is at present in Copenhagen Harbour, leaving port, since they have every reason to believe that it is engaged or is likely to be engaged in the transport of illegal immigrants to Palestine.

2. The s.s. "San Eusebio", is owned by Cia, Cerro Pando de Navigacion and was formerly registered under the Panamanian flag. Its Panamanian registry has, however, recently been withdrawn, and, as far as His Majesty's Government are aware, it has not yet acquired another registry.

3. In the general interests of peace and order, and particularly in view of the need for not prejudicing the situation while the Palestine question is under discussion by the United Nations, His Majesty's Government hope that the Royal Danish Government will lend their assistance in this matter and take any action in their power to prevent the sailing of this vessel.

(Sgd) E.M. ROSE.

Hr. Kontorchef F. Henningsen,
Royal Danish Ministry for Foreign Affairs,
Copenhagen.

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Reference: **FO 371 / 61810**

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E 4959

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1947

PALESTINE

11 JUN

Registry
Number

FROM

No.

Dated

Received
in Registry

E4959/48/31

Embassy

Hague

339

31 May 1947
11 June -

Illegal Immigration
 Refers FO despatch 250 (E3013/48/31) of 10/5
 Transmits copy of note from Sir A. Bland
 to Baron Overton about re delaying
 suspect Illegal Immigrant Ships.

Last Paper.

495-8

References.

(Minutes.)

Copy of
 Cab. Off. } usual names
 JB June 12

(Print.)

(How disposed of.)

8/ Deptan. B.O.
 checked. Pub off
 ✓ 14 June

(Action
completed.)

(Ind. by)

[Signature]
 26/6/46

[Signature]
 26/6/46

Next Paper.

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Wt 24772/717 17855 10/38 F.O.P.

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Reference: **FO 371/61810**

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CONFIDENTIAL

(770/18/47)

HIS Majesty's Ambassador at The Hague
presents his compliments to The Secretary of State
for Foreign Affairs and has the honour to transmit to him the under-mentioned
documents. G

British Embassy,
The Hague.

E 4959

11 JUN
31st May 1947

Reference to previous correspondence:

(F.O.Desp.No.250 (E.3013/48/31) of 10/5)

Description of Enclosure.

Name and Date.	Subject.
Note from H.E.Sir Nevile Bland to H.E.Baron C.G.W.H. van Boetzelaser van Oosterhout.	Illegal Jewish immigration into Palestine.

8479A [31940] (S)

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Reference: **FO** 371 / 61810

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BRITISH EMBASSY,

THE HAGUE.

No. 148
770/16/47.

31st May, 1947.

CONFIDENTIAL.

Your Excellency,

With reference to my Note No. 869 of 14th November, 1946, concerning illegal Jewish immigration into Palestine, I have the honour, by direction of His Majesty's Principal Secretary of State for Foreign Affairs, to notify Your Excellency, for the information of the Royal Netherlands Government, that it will be of the greatest assistance to His Majesty's Government in the United Kingdom if the vessels which are being used for this traffic can be held up at the ports at which they are waiting to embark passengers. Even a short delay is of assistance to His Majesty's Government, though, of course, the longer a vessel can be immobilized the better.

2. In this respect, His Majesty's Government desire to bring to the notice of the Royal Netherlands Government the provisions of The International Convention for the Safety of Life at Sea, 1929 (1), and the International Convention respecting Load Lines, 1930 (2), to both of which Conventions the Royal Netherlands Government is a party.

3. Many of the vessels engaged in this illegal traffic are quite unseaworthy and the usual practice of the organisers of the traffic is to overload the limited amount of tonnage they possess in order to carry the maximum number of illegal immigrants to Palestine; and although there are no provisions in the two Conventions above mentioned relating specifically to the overcrowding of vessels, an overcrowded vessel is likely to fail to comply with the safety requirements laid down in the Conventions, if, for instance, the lifesaving apparatus falls short of the standard laid down in the Conventions for all the passengers and crew. It may therefore be taken for granted that, for almost every vessel in which illegal immigrants embark, the provisions of one or both of the above mentioned Conventions are violated.

4. As regards vessels flying the Netherlands flag, it is naturally assumed by His Majesty's Government that the Royal Netherlands Government will carry out all their obligations under the two Conventions. In respect of foreign vessels, His Majesty's Government trust that in accordance with the provisions of Article 1 of the Safety of Life at Sea Convention, whereby contracting governments undertake to take all steps necessary to give the Convention full and complete effect, and of Article 1 of the Load Lines Convention, which contains a similar undertaking, the Royal Netherlands Government are exercising the rights of control conferred upon them under Articles 54 and 16 of the respective Conventions, and that they are seeing that the precautions contemplated by the Conventions are observed.

5. Your Excellency will observe that as regards the obligations of States parties to the 1929 Convention in respect

His Excellency Baron C.G.W.H. van Boetselaer
van Oosterhout,

/of

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 Dated *7/6/21*
 Received in Registry *7/11/21*
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Last Paper
4919

References
7782/48/11

(Print.)

(How disposed of)

*apt, Miss Joyce
 Scott Bell
 from her
 ✓
 June*

(Action completed)

Edw 19/6

Next Page

69

-2-

of foreign ships in their ports, regulation XXII of Annex 1 of the Convention provides inter alia that whenever an accident occurs or a defect is discovered which affects the safety of a ship to which the Convention applies or the efficiency of its life-saving equipment, or whenever any important repairs or renewals are made to such a ship, it shall be subjected to survey to ensure that it complies with the requirements of the Convention. By Article 10 of the Convention each contracting State binds itself to take measures to apply and enforce the principle of the above regulation and to secure that, from the point of view of the safety of life, the ship is fit for the service for which it is intended. The occasion for the survey contemplated by regulation XXII might of course arise when a ship is in a foreign State bound by the Convention. His Majesty's Government are of the opinion that under these circumstances the Convention lays on that State the obligation to ensure that the ship does not put to sea unless the requirements of the Convention are complied with. The Load Lines Convention of 1950 gives a limited right of control under Article 10 similar to that given by Article 54 of the 1928 Safety at Sea Convention.

6. Concerning the control of departures of unseaworthy or overcrowded vessels, Your Excellency will no doubt recall that there are specific provisions laid down in the Netherlands Shipping Act of 1932, Chapter II, Article 3 and following articles.

I avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

(sgd) NEVILLE BLAND.

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1947

PALESTINE

E 4960

11 JUN

Registry
Number

E 4960/48/31

FROM

E. H. Fitzgerald

No.

Colonial Office

Dated

76021/46A.

Received
in Registry

to Mr. Cable.

7 June 1947

"

Illegal Immigration

Re: 70 letter (E 4497/48/31) re Mr. Maurice
Pearlman's article on Immigration. P. J. Saul
consulted legal advisors on the possibility of
prosecuting for illegal entry and was advised
that, though he may be guilty of illegal entry
he was not guilty of any offence by failing
to warn authorities. Report done late.

Last Paper.

4959

References.

7782/48/11

(Print.)

(How disposed of.)

sent, Miss Joyce

Scott Bell

from Mr. Basile

June 17

(Action
completed)

E.H.F. 19/6

(Index.)

E.H.F. 26/6/47

Next Paper.

4989

(Minutes.)
I submit draft letter to Miss Bell.

[Signature]
(J.E. CABLE)

H. S. Sims
June 11

[Signature]
19/6

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Reference:

FO

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61810

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76021/46A

Enter

Colonial Office,
Downing Street,
S.W.1.

7th June, 1947.

E 4960

Dear Cable

copy to [unclear] 11 JUN

Please refer to your letter of 31st May concerning Mr. Maurice Pearlman's article on illegal immigration into Palestine.

We have consulted our Legal Advisors as to the possibility of prosecuting Mr. Pearlman under the Illegal Immigration Ordinances, and are advised that, though he may himself technically be guilty of an offence in entering Palestine as an illegal immigrant he was not guilty of any offence by failing to warn the authorities.

In the circumstances I think you will agree that there is no advantage in pursuing the matter further, and perhaps you may care to inform your correspondent of the contents of the preceding paragraph. *No legal action, of course, was taken against the American correspondent, Claire Wickard, who did the same thing.*

Yours sincerely
Edward N. Fitzgerald
(E. N. Fitzgerald)

J. C. CABLE, ESQ.

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Registry
No. E4960/48/31

Top Secret
Secret
Confidential
Restricted
Open.

Draft.

Letter to:

Miss Joyce
Scott Bell,
204, Keyes House,
Dolphin Square,
London, S.W.1.

NOTHING TO BE WRITTEN IN THIS MARGIN.

*We have looked
into the legal
position in
consultation with
the competent
department and
found that there
and in reply to state
we are of the
that this would not affect
be any grounds for
a prosecution
in this case.*

sufficient

Bome 11

*Legal Adviser WVE
12/6*

12/6

OUT FILE

14
72

17 June

Madam,

I am directed by Mr. Secretary Bevin to refer to your letter of May, which enclosed cuttings of an article by Mr. Maurice Pearlman in "Illustrated" entitled "The Journey of the Theodor Herzl"

~~Your suggestion, that legal action,~~
should be taken against Mr. Pearlman on the grounds that he was an accessory before the fact to the offence of illegal immigration into Palestine, was referred to the competent Department, who took legal advice on the matter. Although Mr. Pearlman may himself have been technically guilty of an offence in entering Palestine as an illegal immigrant, he did not actually commit any offence by failing to warn the authorities. It is not, therefore, considered that any useful purpose would be served by prosecuting him.

There is, of course, ~~no~~ ^{not} any censorship of the Press in this country, and, therefore, ~~no legal restriction on the publication of such articles as Mr. Pearlman's.~~

I am, etc.

R.G.
13/6

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OUT FILE

73
END

FOREIGN OFFICE,

E 4960/48/31.

S.W.1.

17th June, 1947.

Madam,

I am directed by Mr. Secretary Bevin to refer to your letter of May, which enclosed cuttings of an article by Mr. Maurice Pearlman in "Illustrated" entitled "The Journey of the Theodor Herzl", and in reply to state that there would not appear to be sufficient grounds for a prosecution in this case.

2. There is not, of course, any censorship of the Press in this country.

I am,
Madam,
Your obedient servant,

(sgd) C.W. Baxter

Miss Joyce Scott Bell,
204, Keyes House,
Dolphin Square,
S. W. 1.

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